



*Run Watcha Brung*

SUPPLEMENTAL REGULATIONS  
BUB MOTORCYCLE SPEED TRIALS

BONNEVILLE SALT FLATS

AUGUST 30<sup>TH</sup> – SEPTEMBER 3<sup>RD</sup> 2009

(SCRUTINEERING: AUG 29<sup>TH</sup> 2009)

BROUGHT TO YOU BY:



EDITION 6

## PREFACE

The Rules of competition are intended only as a guide for the conduct of the sport pursuant to uniform rules. Rules directed or related to safety are promulgated to make all persons concerned with safety, but the AMA neither warrants safety if the rules are followed nor compliance with an enforcement of the rules. Moreover, each participant in competition has the responsibility to assess the safety aspects of the facilities and conditions, and must assume the risk of competition.

These Supplemental Regulations are an appendix to the appropriate AMA Racing rules governing all activities under their sanction.

It is specifically noted that AMA Racing rules will apply to any disciplinary action, protest or appeal related to this meet.

Responsibility for compliance with all competition provisions rests with each participant. Each will have the obligation to learn and understand all appropriate rules and regulations. By participating in meets that are governed by these rules you are deemed to comply with all rules stated within this document.

The AMA, the promoter, sponsors and officials do not set engineering and design standards for the meet racecourse. **AT NO TIME ARE THERE ANY WARRANTIES, EXPRESSED OR IMPLIED, THAT COVER SAFETY THAT RESULTS FROM COMPLIANCE WITH RULES WITHIN THE DOCUMENT. THEY IN NO WAY GUARANTEE AGAINST INJURY OR DEATH OF ANY ENTRANT, RIDER, SPECTATOR, OR MEET OFFICIAL.**

Participants are solely responsible for their safety and should assess their own ability to negotiate the racecourse. Participants who doubt the competence of track officials, have concerns about safety of the racecourse, or their own ability to negotiate the course, or who are uncertain about the condition of their motorcycle, or uncertain or have doubts about the competence of fellow competitors, should not participate and should request the return of their entry fee before competitive activity begins.

The promoters and their assigned officials are empowered to interpret and as necessary to enact minor adjustments to any of these supplemental regulations that in their sole discretion are needed to assure the smooth conduct of the competition. Any such adjustments are subject to compliance with the governing rules of the AMA.

These Supplementary Regulations shall uniformly apply to all participants.

These Supplementary Regulations are subject to change, without notice. Should any changes occur they will supersede all previous rules. Subject to the protest and appeal provisions of the AMA Racing rules, all decisions made by the promoters and assigned officials are final.

A completed event registration form is mandatory for all entrants.

All forms listed in this rulebook will be available from the promoters a minimum of 30 days prior to the meet.

## **CHAPTER ONE: COMPETITION PROCEDURES**

Riders participating in the “Run Wat-cha Brung” (RWB) event must pass scrutineering. The entrance fee includes limited timed passes on the Run Watcha Brung 3 mile course, event “T” shirt and certified timing slip. All entrants seeking to take part in the “Run Watcha Brung” portion of the event, are governed by the appropriate AMA regulations.

### **1.A. SCRUTINEERING (TECHNICAL INSPECTION)**

Regardless of class, all motorcycles/streamliners and riders must successfully pass scrutineering.

All participants must present their motorcycle/streamliner in a ready to race condition, and then removable panels and shrouds must be taken off and presented at scrutineering. Riders must present their helmet and protective outerwear at the initial scrutineering. Riders may be required to demonstrate ability to reach all controls when in ready race condition.

The meet officials, starter(s) will have full discretion to restrict or bar from competition, any motorcycle/ streamliner that in their sole discretion is determined to have exhibited handling problems, fire hazards, or unworthiness to compete at any time. Participants that are barred from competition must be re-scrutinized prior to being allowed to compete. All scrutineering and re-scrutineering will be done only at a designated area set aside by the event organizers, or at the discretion of the scrutineering staff/stewards, in team pit area for streamliners.

Measuring devices required for scrutineering will be supplied by the promoters.

Scrutineering is done to help assure the smooth and fair conduct of the meet, but the event organizers, AMA and event officials neither warrant safety because a motorcycle/streamliner has been subjected to scrutineering nor compliance with and enforcement of the rules and regulations.

### **1.B. STARTER**

The promoters will appoint an official starter(s). Supervision of the rider and contestants is the responsibility of the official starter(s) at the starting line with absolute authority. The authority of the official starter and assistant starter will extend past the scrutineer and will have the ability to prohibit any motorcycle from the course and/or the meet.

### **1.C. COURSE**

All RWB participants will run on the 3 mile RWB Course. The event promoters have total discretion as to the number of courses, its location, and the length of each course. The determining factor for course number(s) and design(s) will be weather and course conditions. At all times, all runs will be flying start.

All motorcycles will begin their runs at the designated ‘0’ mile/return start and will be the maximum permitted lead up to the timed area. Where a short course overlays a long course, the ‘0’ start or the short course will be designated a mile number for its start point.

#### **1.D. IMPOUNDING OF PARTS OR MOTORCYCLES**

The participant agrees to surrender on demand any part or motorcycle that is used in the meet competition. The event promoters and officiating staff reserve the right to impound, for any period of time, any part and/or vehicle that is part of a rules-compliance or accident investigation. Inspection and testing of impounded parts or vehicles is at the sole discretion of the event promoters, and/or AMA stewards.

#### **1.E. MEET PARTICIPATION**

All participants must provide state issued photo ID (minors under 16 years exempt in the presence of parent/ guardian)

A completed and signed medical information form must accompany all entry forms. A complete entry form must be submitted and processed before scrutineering and runs.

A rider's meeting will be mandatory to all riders. Riders are responsible for attending the meeting and being aware of all information provided. A rider's meeting will be held each racing day, prior to the course(s) opening. Attendance may be taken. Non-attendance may result in a fine or disciplinary action.

Meet Fees and conditions are designated by the promoters and are used in conjunction with these supplemental regulations.

The minimum age for a rider is 12 years. A rider must be 14 years or older to ride motorcycles above 250cc. The age of the rider is determined as of the date of the meet. All minors must complete the minor release form, signed by BOTH parents/guardians with their medical and entry forms. No rider under the legal age of majority may compete without the written consent (signature on the liability release and entry forms) of his/her parents or legal guardians present at the meet. An authorized adult acting on behalf of the parent or legal guardian must provide a notarized statement indicating they have been given the authority by the parent or legal guardian to be responsible for the minor during the meet.

#### **1.F. PERSONAL CONDUCT**

Each participant is responsible for the actions of his/her family and pit crew. At all times the participant must be in or on the competition motorcycle/streamliner when the engine is running, except if the motorcycle/streamliner is on a stand in the pit area. Anyone who exhibits characteristics of intoxication will not be allowed to participate in the meet and will be asked to leave the meet areas. Any vehicle being operated in a reckless manner may result in disciplinary actions including disqualification. Recklessness in the pit area or return roads is prohibited and subject to a fine and/or disqualification.

Vehicles are prohibited from the racecourse unless assisting a competition motorcycle/streamliner to enter or exit the course. If assisting a motorcycle/streamliner vehicles are restricted to the support roads only and not on the track, with the exception to authorized emergency vehicles. All motorcycle/streamliner pit facilities must have a minimum of one fire extinguisher. The use of radio communications between crew and motorcycle/streamliner is allowed.

Observation of all posted signs is required at all times. Minors must be supervised by a responsible adult at all times.

#### **1.G. DESTRUCTION OF SALT SURFACE**

Any participant that intentionally causes damage to the track or has the potential to damage the course will be disqualified from competition. In the case of unintentional causes of damage scrutineering officials will verify corrections to the motorcycle/streamliner before

being cleared to compete again. All lost parts must be reported to the event promoters or officiating staff. Non-compliance to this may result in the motorcycle/streamliner disqualification from the event. All participants must cover the salt surface in the pit area in circumference of 3' (three feet) from under any part of the competition motorcycle.

#### **1.H. WEATHER**

At any time weather conditions or wind in excess of 10 MPH for solo motorcycles or 3 MPH for streamliners, the starter(s), assistant starter(s), or timers may stop all racecourse activity. It is at the total discretion of the course controller and/or AMA steward to assess the racecourse condition. The event promoters, sponsors and officials will not be responsible for delays or postponements or cancellations due to weather or course conditions or acts of God for any reason.

#### **1.I. COMPLAINT AND PROTEST PROCEDURE**

A participant must lodge protests in writing within 30 minutes of the posting of results to the meet officials. The promoters will make every effort to respond in a timely manner to any such objections. However, all formal protests must be accompanied by the appropriate fee and meet all other requirements of the pertinent AMA Racing rule, located in the current AMA Racing rulebook (available on the AMA's website or for viewing in the registration trailer onsite). Handling of any such protests will be in accordance with AMA rules.

#### **1.J. REQUEST FOR RULE CHANGES**

Application for rules changes will be available in the event registration area. The application must be filled out completely. The event promoters will respond in writing within 30 days. Rule change forms are also available online at [www.speedtrialsbybub.com](http://www.speedtrialsbybub.com). All rule changes are subject to approval by the AMA.

## **CHAPTER TWO: MINIMUM STANDARD EQUIPMENT**

*Special note: The AMA, promoters, sponsors, and affiliates, do not inspect machines in AMA sanctioned competition for safety. Participants are solely responsible for the condition of their machines and their competence to operate them. When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the machines components will perform in competition with safety.*

### **2.A. EXHAUST DIRECTION**

Exhaust must be directed away from the racing surface, rider and rear tire.

### **2.B. FOOT PEGS/ RESTS**

Foot pegs/rests are required and must be operable.

### **2.C. FUEL SHUTOFF AND ENGINE KILL SWITCH**

Motorcycles must be equipped with a positive ignition off switch to terminate engine power. It must be operable with rider in the riding position.

### **2.D. FRAMES/CHASSIS**

Factory, OEM or aftermarket frames. Must be free from defects.

### **2.E. FRAME STAND AND BAGS**

Frame stands and Kick stand **MUST** be secured with tie straps or safety wire and inspected at starting line. Tie material is the responsibility of the rider. Bags must be secure.

### **2.F. GASOLINE**

Pump Gasoline only permitted.

### **2.G. HAND/ FOOT CONTROLS**

Hand controls (clutch and brake) must have a minimum 1/2" ball on the end. Flattening of the ball end is acceptable, however all edges must be rounded. All control ends must be an integral part of the lever.

Foot operated controls must pivot independently. Foot throttle must have toe clip with return throttle. All controls are subject to scrutinizing. Riders in the riding position are suggested to have a minimum of 10" between thumbs. All handlebars must extend outside the fork tubes at a minimum of 6" (streamliners excluded). Riders may be asked to demonstrate their ability to navigate with the current controls.

Stops to steering must limit riders hands from touching the fairing or tank at full right or left turns. A hydraulic dampener cannot act as a fork stop.

### **2.H. HEADLAMP ASSEMBLY**

Motorcycles equipped with a headlamp must be taped in a crisscross pattern to hold potential broken glass.

## **2.I. NUMBER IDENTIFICATION**

Motorcycle number identification on both sides of the motorcycle are required for each entrant and must be of contrasting colors to that of the motorcycle. Numbers must be reserved with BUB Racing. The numbers are to be 3” high and 1” wide. Numbers can be painted directly on the motorcycle/ streamliner if number plates cannot be attached and must meet same criteria for number plates for size requirements. Numbers must be in full view and not blocked by the rider when in the riding position.

## **2.J. REAR VIEW MIRROR**

Rear view mirrors must be removed. Mirrors incorporated into the fairing must be taped.

## **2.K. RIDING ATTIRE**

The following rules are mandatory for all participants. The participant/owner must rely on their own judgment in the selection of any helmet and/or apparel for durability and safety. It is the sole responsibility of the rider to select a helmet and apparel that will provide appropriate protection. The AMA does not endorse or certify any manufacturers or products. The rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.

### **2.K (I) BOOTS**

Leather boots of significant construction are required. They must be at least eight inches high with either lace, zipper, and buckle, or specially designed and constructed for leg and foot protection. Subject to scrutineering.

### **2.K (II) GLOVES**

Gloves of 100% leather exterior are mandatory and required. Gloves that do not cover the entire hand and fingers are not permitted. Gloves must have a minimum 3-inch gauntlet cuff with wrist closure.

### **2.K (III) HELMET**

It is the sole responsibility of the participant to select a helmet which will provide appropriate protection. The AMA does not endorse or certify and manufactures or products. The participant must rely on their own judgment in the selection of any helmet for durability and safety.

All helmets must be solid full coverage or full-face models. Helmets must have a manufacture sticker affixed stating it meets or exceeds any of the following certifications:

USA:	Snell M2005, M2010 or DOT FMVSS 218
Europe:	Regulation ECE 22-04, ECE 22-05 P’
UK:	BSI 6658 Type A
Japan:	JIS T 8133:2000
Any of the FIM SFI approved certifications.	
Streamliner competitors must use a Snell SA or SFI 31.1A, 31.2A or 31.1/2005, rated helmet (see 9.E)	

Participants with corrective eyewear must have approved shatterproof glass if worn with helmet. A participant's helmet will be presented to scrutineering after any accident that involves impact and may be impounded. Helmet maintenance, fitness, and condition are the responsibility of the participant.

## **2.K (IV) LEATHERS**

The use of synthetic material riding suits is prohibited. The use of stretchable Kevlar and perforated materials in non-critical areas are permissible. Leather suits may be one-piece design or joined together with a full circumference zipper at the waist, or separate jacket and pants. Leathers cannot be too big or loose. Critical area (knees, elbows, forearms, shoulders) armor or 2-layer of leather is highly recommended. Riders of motorcycles burning fuels of a Methanol content, are recommended to wear Nomex underclothing or something of similar nature due to invisible flames.

## **2.L. SAFETY WIRING**

Transmission oil drain plug, and engine oil drain plug must be safety wired. Axle nuts must be secured with safety wire or castle nut and cotter key. Locking compounds are prohibited.

## **2.M. SIDECAR PARTICIPANTS**

Motorcycles equipped with a sidecar will compete with one rider only, unless they also meet the specifications for sidecars in the AMA Supplemental Regulations (for national records) for carrying passengers. Additional weight may be added to compensate for passenger and must also meet the AMA Supplemental Regulations for Ballast.

## **2.N. TIRES**

It is recommended that tires are rated for the appropriate speeds and, use is at the sole discretion of the participant. The rider has the sole responsibility of inspecting the condition of the tire before and after each run.

## **2.O. VALVE CAPS AND STEMS**

All motorcycle & streamliners must have metal valve caps on tube type tires. Motorcycles & streamliners with tubeless tires are required to have straight, screw-in metal valve stems. Angled valve stems are not permitted.

## **2.P. WHEELS**

Wheel alignment and balance and tire run-out are the sole responsibility of the participant. Wheel discs are not permitted on the front. The use of "spinner" style wheels or any wheel design that incorporates movable pieces while vehicle is in motion is prohibited. Wheels must be as designed and produced by the manufacturer with no weight reducing methods employed by the participant. i.e. grinding or shaving.

## **2.Q. RIDER CONTROL**

All riders must demonstrate the ability to access all vehicle controls (foot and hand). They must also demonstrate their ability to move the motorcycle to be able to clear the course without assistance (streamliners excluded).